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NEWS OF THE FAR EAST
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with which is incorporated the
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No. 15,631. 一月二十二日光三十四年四月六日 HONGKONG, MONDAY, MAY 25TH, 1908. 一九零八年五月二十二日

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1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

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Hongkong, 14th May, 1908. 182.

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Hongkong, 9th February, 1907. 563

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THE HONGKONG DISPENSARY,

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Hongkong, 13th May, 1908.

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dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 25TH, 1908.

"Your most effective missionary in China
is the railway," remarked a Chinese gentle-
man, talking about the creditable progress
being made with our little local line. "It is
true, and cannot too often be repeated, that
a vast empire like China needs rapid and
easy means of transit between its outly-
ings before it can progress as a whole. In
the human corporation, the circulation is
the life, and when China once enjoys a
complete internal circulation, there is no
telling how lively she may be. Certainly
it will be vastly different to what it is now,
when the people of one province look upon
the people of another province as foreigners."The national feeling so often desiderated
by China's friends, the patriotism that
depends upon the feeling of homogeneity,
ought to follow soon after the adequate
railway system. Indeed, the progress so
far made gives promise of this. In view of
so much still to do, we are apt to overlook
what has actually been done, yet in the
last few years, quite a respectable progress
has been achieved in this connection. It is
not so very long ago—the late 'Seventies—
that the obstinate local officials were
opposing successfully the first attempt to
introduce the short line between Shanghai
and Woosung. A very few months ago,
Shanghai had to undertake quite a risksy
journey to show its visitors a railway train.Now it thinks nothing of a week-end trip
inland by train, and it enjoys a wide choice
of stopping stations. The Shanghai time-table as now published is quite an imposing
document, and conduced to a certain Brad-
shaw-like respect in the student thereof. After
the war of 1894, it is generally
remembered, there was quite an epidemic
of concessions, but it is also remembered
how for long there seemed little prospect of
these developing into actual lines. Pressure
in more than one direction had to be
applied, and now, in this year of grace, an if we include Manchuria, we can proudly
point to well over three thousand miles of
railway lines actually laid down, with
another thousand in the making, and four
thousand miles surveyed and/or sanctioned.
The three thousand miles of railway
now in use serve to indicate what will
happen when all that are projected are
made. The Chinese are taking to railway
travelling like ducks to water, we are told.
The passenger carriages are crowded, and
the goods trucks also would be crammed
with merchandise but for that little
misunderstanding about *lithia*. As it is,
observers claim to have noticed a distinct
dwindling effect upon the parochialism of
the Chinese in the neighbourhood of available
railways. Wider outlook, growth of
interest in broader issues, is being traced in
some districts to the influence of the Puffing
Billy. Those are foreign observations, how-
ever. The Chinese are not quite aware yet to
these immaterial or indirect benefits.
The London Times points this out, and
wastes upon an audience already convinced
some valuable remarks that should have
been printed in ideographs. For instance,
it concludes a recent editorial thus:"Hostility to foreign influence, suspicion of
foreign intentions, lead the Chinese to oppose
violently any scheme for railway construction in
which foreign capital and direction is concerned.
Strong agitation has taken place in several parts
of China to persuade the Government to cancel
concessions held by foreign syndicates. This
attitude of hostility is not without justification.
In the past, railway schemes were often a cloak
for political ambitions, and Chinese interests
were sometimes ignored by groups of capital-
ists, who had secured lucrative privileges. In
refusing to admit foreign co-operation in any
form the Chinese now seem to be injuring them-
selves. It would be quite possible for them to
obtain the loan of external funds and the services
of skilled engineers on terms that would fully
safeguard China's sovereignty and interests.
The last agreements concluded represent a great
advance in this respect. But though in many
provinces the people have formed associations
to build their own railways, these movements have
so far been conspicuous by their failure. There
is a lack of capital, lack of mutual confidence
between people and officials, and above all lack
of capable engineers. The Peking to Kalgan
Railway, which is being successfully built by a
Chinese engineer trained in the United States,
is a solitary example of what may be possible in
the future. In the meantime railway develop-
ment is one of the most urgent needs of the
Empire. That the Chinese nation should be
able to reorganise itself successfully in the near
future is imperative, no less for its own sake than
for the preservation of peace and international
stability in the Far East. For strengthen-
ing the control of the Government, for facilitating
reforms for giving vitality and cohesion to the
teeming millions of the Empire, for developing
military strength, and for fostering trade, the
rapid growth of means of communication is an
indispensable condition."A respected member of the Portuguese com-
munity passed away last week in the person of
Mr. A. Azevedo, who died at his residence,
Rose Terrace, Kowloon, from cerebral conges-
tion, in the sixty-eight year of his age. Mr.
Azevedo's active life was spent in the office
of Messrs. Deacon, Cooker and Deacon, solicitors,
and their predecessors. He retired a few
years ago and devoted his attention to the im-
provement of his Kowloon property and to
amateur gardening. He had lived in Kowloon
almost from the time the territory was ceded
to the Colony, and was therefore quite an old
"land mark" of the place.Mr. H. E. Fenner is being transferred
from Devonport Dockyard to Hongkong on
promotion as inspector of stores.Capt. W. M. Stewart, Cameron Highlanders,
has been appointed Deputy-Assistant-Adjutant
and Quartermaster-General in China.The conditions of leases to store naphtha and
benzine made by the Governor in Council on the
19th May last are published in the Gazette.An interesting event in the home life of the
King and Queen of Spain may be expected, says
the Press Association, towards the end of June
or the beginning of July.The Bandman Opera Company will visit
Hongkong on its way back to Calcutta and the
popular piece "The Merry Widow" will be
produced in the Theatre Royal.A telegram from Ottawa, which is regarded
as absolutely authentic, states that the Dominion
Government, before dissolving Parliament, will
announce its intention of building a railway
to Hudson's Bay, and opening that route toThe U.S. House of Representatives has
repealed the law passed in April, 1906, regu-
lating shipping with the Philippines. This action
removes the prohibition against foreign vessels
engaging in trade between the Philippines and
the United States.One of the most successful meetings held
under the auspices of the local branch of
the Y. M. C. A. was held at the rooms on
Saturday evening when a very pleasant time
was spent by a large number of ladies and
gentlemen. The programme consisted of vocal
and instrumental music. Solos were rendered
by Messrs. A. E. Paine and Chappell, quintets
and quartets were given, Mr. Kong played
on the violin, and Mr. Gomes on the piano, and
accompaniments were played by Mr. White
and Mr. Forbes. During an interval Mr. S.
Kingbury presented the prizes won in the
billiard handicap to Captain Baker (1st), Mr.
L. LeBreton, and Mr. Hamilton Captain Baker
discharged the duties of chairman in a very
agreeable manner.The number of plague cases notified during
the day ended noon of 23rd May was 15, seven
of which proved fatal. All the victims were
Chinese with the exception of one who was a
Jew.The 2nd East Kent Regt., which will relieve
the "Diehards" at Hongkong next trooping
season, will celebrate its jubilee this year, as it
was in the autumn of 1853 at Limaville.
Its 1st Battalion is one of the oldest and most
distinguished regiments in the army.While the expedition against the Zekha
Khal was in progress the mullah induced the
Mohammeds to raise a force to assist their fellow
tribesmen. The force arrived too late, and the
Mohammeds, who were in a highly-excited state,
began a series of raids on the Peshawar border.The well-known German male choir, the
Cologne "Männergesangverein," will pay a
visit to England from May 23 to June 6, singing
in London, Manchester, and Liverpool. The
Imperial Chancellor has instructed the German
Ambassador in London to give the visitors
every assistance.The British and native troops operating
under General Sir James Willcocks against the
Mohammeds number over 3,000. They have
been drawn from numerous regiments near the
border. It is understood that the Mohammeds
have collected into three bodies, numbering
7,000, 2,000 and 1,000 respectively.A houseboy in the employ of a German was
on Saturday at the Magistracy sentenced to six
weeks' imprisonment for an ingenious attempt
at forgery. He procured some old commodity
orders and having altered the dates presented
them for payment. He obtained \$63.91 on the
first one but was discovered in presenting the
second and arrested.All Russian securities have fallen, probably
in consequence of the Parliamentary decision to
construct the Amur Railway and to return to
an active Far Eastern policy. Foreign capital-
ists, who contributed to impose the Dams on
the Russian nation, may yet learn that the
so-called National Chamber will not only repeat,
but aggravate, the fateful mistakes of the
autocracy.As the Reichstag has agreed to the project
concerning the outlay of money on extensive
harbour works on the island of Heligoland, a
special building department, solely for Heligoland,
has just been formed under Herr Eckhardt,
a naval architect, who has charge of harbour
construction in the German Navy; thus the
nature of the projected work on Heligoland
becomes apparent.Cheng, the Chinese Commissioner, who
signed the Tibetan Trade Treaty, made the
stipulation that an escort of fifty soldiers of
the Indian Army should remain at Gyantse for
the protection of the trade agent's office for a
period of two years, or the expiry of which
they will be withdrawn, and the Chinese
Government will take up the duty of protecting
the agency and the line of communications
between Gyantse and Yatong.A respected member of the Portuguese com-
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provement of his Kowloon property and to
amateur gardening. He had lived in Kowloon
almost from the time the territory was ceded
to the Colony, and was therefore quite an old
"land mark" of the place.The sensational murder trial will be re-
sumed before the Chief Justice to-morrow.To-day being a holiday the Supreme Court
suspends its sittings but business at the
Magistracy will be conducted as usual.Mr. H. E. Fenner is being transferred
from Devonport Dockyard to Hongkong on
promotion as inspector of stores.Capt. W. M. Stewart, Cameron Highlanders,
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L. LeBreton, and Mr. Hamilton Captain Baker
discharged the duties of chairman in a very
agreeable manner.The following appointments are gazetted:
His Excellency the Governor has been
pleased to recognise, provisionally and pending
the receipt of His Majesty's Exequatur, Mr.
P. Funatsu as Vice-Counsel for Japan in
Hongkong.In pursuance of directions given by His
Majesty the King, the Honourable Mr.
William Rees Davies, Attorney General, has
been appointed one of His Majesty's Counsel
for Hongkong.His Excellency the Governor has been pleased
to appoint Lewis Audley Marsh Johnsons to
be Captain of the Infantry Company in the
Hongkong Volunteer Corps with effect from
the 20th instant.The following appointments are gazetted:
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to appoint Lewis Audley Marsh Johnsons to
be Captain of the Infantry Company in the
Hongkong Volunteer Corps with effect from
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CORRESPONDENCE
PUBLIC HEALTH AND BUILDINGS
ORDINANCE AMENDMENT.

[TO THE EDITOR OF THE "DAILY PRESS."]

Hongkong, May 23rd.
Sir,—I have just received the inclosed letter from Kobe. I have been requested to forward it to you for insertion.

I would like to point out that the criticisms contained therein apply to the Bill as it appeared in its second stage, that is to say in its form when privately circulated to members of Council and others for consideration, after the interview of the Architects with H.E. the Governor.—I am yours truly.

H. W. BIRD.

Sir.—As is well known His Excellency the Governor invited us with Mr. Denison to consult with the Government upon the various amendments suggested in our reports to the property owners upon the Public Health and Building Ordinance 1908. After two long interviews several of our recommendations were agreed to in principle.

When we saw the amendments printed and read the speech of the Hon. Director of Public Works in proposing the 2nd reading of the bill

and that, while some of our suggestions had been adopted, the wording of other amendments was such as to alter their meaning from that which we understood had been agreed to. In addition other fresh clauses have been inserted which we had no opportunity of commenting upon. Some of these are of vital importance and we think it advisable to take this means of drawing attention to them.

Definition 26, "External Air." This stands in the printed amendments as originally drafted, but the Hon. Director of Public Works in his speech moving the second reading of the bill stated "It is proposed to withdraw the new definition because it would operate rather harshly upon parties who wish to erect a building of moderate height who happen to have opposite to this proposed building another of much greater height belonging to some neighbouring owner."

The reason given is not correct. In "objects and reasons" attached to the bill, it is clearly indicated that the proposed amendment is introduced for improving the condition of existing buildings.

All new buildings irrespective of height have to be provided with an open space equal to one third of the roofed area of the building and the kitchen cannot extend across more than one half of the width of the building; in addition to the above open space at least another 3 feet has to be provided towards forming a scavenging lane; therefore it is not possible under these conditions to erect a new building, whatever its height, without providing sufficient open space in the rear to constitute "external air"; the question cannot arise with regard to the front as no new lane can be less than 15 ft. in width, therefore the owner of a building of moderate height would in no way be affected by his neighbour's building, however high it might be.

At one interview with His Excellency there was considerable discussion on this definition. All the architects agreed it was an improvement on the old one, and understood His Excellency concurred, saying that it seemed to him impossible to frame one that would meet all cases.

A few days later we were asked to meet the Hon. Director of Public Works when he said he was not satisfied with the definition and submitted another. We however unanimously declined to approve this, which we said would prove to be a hardship upon the owner of the big building and, if an exemption could not be obtained with regard to the low one, there would be less difficulty in adapting the latter to the law.

Sec. 32. It is now proposed to delete the word "hereafter" making the section retrospective; this will necessitate the removal of all existing seals of staircases and further harass the Chinese property owners, who were congratulating themselves that the end of these small woes had been reached.

Sec. 41, Sec. 151 (1). The wording of this was agreed as far as the word "Stray" on lines 7; the remainder has since been added.

It is a story as lighted as provided by the section it must be "adequately lit" and we see no reason for giving the Building Authority power to require windows to be placed in positions where the owner does not require them.

Sec. 15 (3). The words "without reduction in Crown Rent" have been deleted as promised, but the words "such land shall upon the payment of such compensation, revert to the Crown and be deemed to have been resumed" are now deleted from the original section the result being that the owner cannot build on land which he bought for that purpose and has to continue paying Crown Rent as if it were building land on the higher scale.

Sec. 42, Sec. 153. There was a good deal of discussion on this amendment. The Hon. Colonial Secretary made a point that amendments 42, 43 and 44 carried out the recommendations of the Cubicle Committee which reported in Aug. 1907, but Dr. Ho Kai who was present corrected him, and said that as a member of the Committee he could assure him that the Committee did not intend their recommendations to be construed in this way.

Sec. (2). The proposed amendment does not fulfil the promise made, the meaning remains the same. Our objection was to the Building Authority having power to plan the arrangement of a storey; we would suggest that all the words after "the" in line 9 be deleted and insert a place thereof "provision to each proposed subdivision of every storey of a window or skylight hereinafter required." This leaves him all necessary power to require adequate lighting, while leaving the owner's discretion as to plan. The Hon. Director of Public Works in his speech states "in connection with that clause it is proposed to introduce an amendment with regard to houses on the reclamation, but it will

be limited to houses not exceeding 100 feet in depth." There is no such amendment on the print for second reading and it seems to us to be just as much an infringement of the Fraya Reclamation agreement as interfering with a house 50 feet deep.

43. Owners should be given the option of doing the work of demolishing the upper floors of every third house themselves; if done by Government it will cost a great deal more and take longer.

We understood the clauses referring to payment was to be re-drafted; as it stands, the improvement rate may be 7 on the capital outlay which may be imposed for 30 years. We suggest that the improvement rate be at a rate of interest as not to exceed the period of repayment beyond 30 years, or 7 per cent for 15 years.

47 (4). In the past scavenging lanes have been formed, without any claim for compensation, as the owner has seen that, at some future date, it might require to re-develop the property in a different way and if the land be cut up by scavenging lanes which have become vested in the Crown any new scheme would be seriously interfered with. If the owner is willing to form the lane without compensation, there is no reason for taking his land from him.

Sec. 180. We understood that a proviso was to be considered whereby a right of way should be counted as part of the open space; there is no indication of this on the draft under s.s. (2).

The Building Authority at present contends, it cannot be counted as open space.

New. 181. Deletion of the words "other than godowns, &c," makes the section require 15 ft. lanes for godowns; we do not see any need for the alteration.

64 (3) Proviso. The word "any" in line 4 should be changed to every; we were distinctly promised this and on this understanding the time was made 28 days.

(3) It is to stand the whole object of submitting plans is nullified and it is only wasting time to submit them.

65 C.B. This is a serious innovation affecting the interests of mortgagees; we have known of instances in which Government have only granted verbal permits on the condition the ground on the rear of the premises was surrendered to the Crown. Owner cannot do this at present without consulting mortgagees who are then in the position to protect his own interests.

269. The power of the Building Authority is to be very largely extended, practically the only appeal from his decision is to the Governor in Council and as the Building Authority as Director of Public Works has a seat on the Council, he will be in a position to give undue weight to his opinion, when the final decision (from which there is no appeal) is being arrived at.

The inconsistency of the proposed position is shown by referring to Section 43, under which appeal from his decision is to the Governor in Council and as the Building Authority as Director of Public Works has a seat on the Council, he will be in a position to give undue weight to his opinion, when the final decision (from which there is no appeal) is being arrived at.

The work of doing so will be carried out under the Building Authority; in carrying out this work it is quite possible the adjoining houses may collapse or otherwise be injured and although the Building Authority may be to blame, the owners will have no remedy at law against him, the cost of rebuilding these premises will be included in the cost of the improvement scheme and they themselves will have to pay it, in the form of the improvement rate extending over a number of years.

We have known cases where delay and negligence on the part of the Building Authority has caused serious loss to individuals; we have also known the Government use the powers invested in the Building Authority to try to impose terms on an owner with reference to another matter outside the Building Ordinance.

As such cases have happened before there is no reason why they should not happen again and if the only remedy is an appeal to the Governor in Council, we have grave doubts as to its proving satisfactory.

In cases of wrongdoing on the part of a Government official, there is no just reason for taking from the injured party his remedy at law.

As regards disputes (which must arise) in considering the reading of the Ordinance we think Mr. Pollock's proposal of a simple method of taking the decision of the Supreme Court is the only one which will give general satisfaction.—Yours, &c.

ARTHUR H. OUGH
ARTHUR TURNER.
R.M.S.S. "Empress of Japan."
13th May 1908.PUBLIC HEALTH AND BUILDINGS
ORDINANCE.

AN EXPLANATION.

It has been stated during the various discussions that have taken place upon the proposed new Public Health and Buildings Ordinance that the section dealing with the proposition to pull down every third house in certain districts was inserted on the recommendation of the "Cubicle Committee," the inference perhaps being that the "Cubicle Committee" made a unanimous recommendation to that effect. Our attention is called to the fact that in this particular respect the recommendation was not unanimous; and one member of the committee—Mr. E. A. Lam—disagreed strongly from it in a postscript which he added to the report to the following effect: "With regard to paragraph 9, I am unable to agree with the report. My personal experience in executing the work upon old Chinese buildings leads me to believe that it will be in a great number of cases, for structural reasons, impracticable, or only practicable at the expenses of what would amount to rebuilding. These costly works, however provided for, must lead to a considerable increase of rent, to be paid for out of the meagre earnings of the coolie and artisan classes, and I am not satisfied that the community—and especially the poorer Chinese section of it—will profit proportionately by this further increase of the cost of living here."

KULANGSU (AMOY) MUNICIPAL
COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 5th May 1908.

Present:—Messrs. W. H. Wallace (Chairman), C. A. V. Bowe, W. Kruse, S. Chayama, W. Wilson and the Secretary.

1. The minutes of the last meeting are read, and confirmed.

2. A communication is received from the Superintendent of Police concerning the present pay of the Police, and recommending, that owing to the increase in cost of living, their pay be increased by \$1.50 per month, and that cooks be engaged for them, the same as in other police forces. The matter having been fully discussed, it is decided that the Superintendent of Police's recommendation be approved.

3. An application is read from Mr. Tung Chao-poo, comprador of Messrs. Jardine, Matheson & Co., for permission to build a jetty from the premises formerly known as Messrs. Nicoll's Bakery and Slaughter House. The Secretary is instructed that in granting this application the Council stipulate that the public have a right of way to this jetty from both the sea and land side, but that the jetty be private property and be kept in repair by the owner.

4. The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since the last meeting:—
ARRESTS.

Breach of contract 1, Illegally selling land 2, Kidnapping 1, Contempt of Court 4, Lowing pigs and cattle to stray 6, Breach of Municipal Regulations 2, Illegally quarrying stone 1, Obstructing the public drain 4, Obtaining goods under false pretences 1, Assault 1.

SUMMONSES.

Theft 1, Creating a disturbance 1, Obstructing the Police in the execution of their duty 1, House-breaking 1, Illegally quarrying stone 1.

(Signed) W. H. WALLACE,
Chairman.

By order,

C. BEEKELBY MITCHELL,
Secretary.

YANGTSE VALLEY COMPANY.

The ordinary general meeting was held last month at the Cannon-street Hotel, Mr. Edmund Davis presiding. The chairman stated that the balance-sheet was now up to the 31st ult., and it covered a period of two and a half years. He afterwards called attention to the figures set out in the account and to those in the statement submitted on the previous occasion. Referring to the company's holding in the Société d'Exploitation de Ling-Ngan, he stated that this syndicate had established its headquarters at Mongke, in the department of Ling-Ngan, and was carrying on important negotiations which a short time ago were interrupted owing to the unfriendly attitude of the authorities. Strong representations were made to the Central Government in Peking by the British and the French Governments resulting in the Chinese Government upholding the rights of the syndicate, and it was expected that the work, which had been seriously interfered with for a considerable time, would now be continued. The company's principal interest was in two tramway ventures—the Electric Traction Company of Hongkong and the Singapore Electric Tramways, with which they had been associated from the beginning. Both concerns were working most satisfactorily, and next year substantial increases should be seen in the traffic receipts of the two undertakings. With respect to the Chinese Central Railway, the directors referred to the company's holding in the Isle of Wight during his absence at the front, it is a daughter of Colonel the Hon. H. G. L. Crookshank.

ON GIVING UP SMOKING.

It is probable that every smoker has at one point in his career given up smoking for a long or short period, according to the state of his will just to see whether he could do it. A week is the usual period, and even that is beyond the power of the average man. He may talk of the loneliness of the exile, as he sildes up and down the beach of that far-off shore, and sees the ship that brought him gradually disappearing over the horizon (set to a good, swinging waltz tune, with the gallery joining in the chorus); but for real, undiluted loneliness, go to the mad who has knocked off smoking. His pipe is still with him in a sense, but its spirit has fled. It is like the corpse of a pipe. He takes it out and looks at it, and puts it back and weeps, if he is a weeper, or smiles a grim, hard smile, if he is a man of blood and iron. We see that a writer in a weekly contemporary in Japan has been rebuking his fellow-countrymen for their neglect of one valuable means of acquiring influence in that country. Although it was an American officer, Commodore Perry, who first opened Japan to the West, America has never taken the trouble to study the Japanese or their language and literature.

"When I first went to Japan, thirty-three years ago," says Dr. De Forest, "the language text-books I studied were written by the student interpreters of the English Legation, and are to this day the leading books on the language, the history, the more traditional and religious ideals of Japan." He particularly instances the literary and scholarly work of Satow, Aston, Mitford, Gubbins, Lay, and Basil Chamberlain as "essential elements" in the formation of the Anglo-Japanese alliance.

On the other hand, America, according to the same authority, has never had in the East a diplomatic or Consular agent who was an expert Orientalist. "The only body of Americans who are capable of interpreting the East to the West is the small army of missionaries."

THE "NEW YORK HERALD" AND KOREA.

It has never been explained why the New York Herald should be irritably hostile to Japanese and the fact is indispensible. Any reader of the Herald must have long recognised that it is essentially a partisan paper and that its views on every question must be largely discounted. On the other hand, it has always enjoyed the reputation of being a quick cat-reflecting newspaper.

It is to be noted that the Korean intelligence is concerned. For the New York daily seems to have only now become cognisant of a rumour sedulously circulated in Seoul some months ago, to the effect that Japan was about to exile the Korean Monarch and to take the reins of that country's government completely into her own hands. It is a pity that this bold falsehood should have reached the New York Herald at the very moment when the Arbitration Treaty had been concluded, but there is no rose without a thorn.

GERMAN TRADE RETURNS.

INCREASE OF IMPORTS AND EXPORTS.

German import for the first quarter of 1908 amounted to 2,162,200,000 marks, as compared with 2,120,900,000 marks, in the corresponding quarter of 1907.

The value of the exports for the first quarter of 1908 amounted to 1,658,500,000 marks, as compared with 1,638,600,000 marks in the corresponding quarter of 1907.

The imports of precious metals for the first quarter of 1908 amounted to 41,300,000 marks, as compared with 32,200,000 marks, for the same quarter of 1907, and the exports amounted to 18,400,000 marks, as compared with 16,900,000 marks.

The increase in the value of imports con-

sequently amounted to 41,200,000 marks and the increase in the value of exports to 26,000,000 marks.

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"BOAR'S HEAD" BRAND

GUINNESS' STOUT.

CONNOISSEURS' CHOICE.

COMPARISON WOULD PROVE THAT "BOAR'S HEAD" BRAND IS SUPERIOR TO OTHERS IN HAVING MORE LIFE AND BODY, GREATER STRENGTH AND BETTER FLAVOUR.

IN ASKING FOR GUINNESS' STOUT SEE THAT YOU GET THE "BOAR'S HEAD" BRAND.

PER 4 DOZEN QUARTS	\$19.00
1 QUART	5.00
8 PINTS	24.00
1 PINT	3.00
100 SPLIT BOTTLES	17.00
1 DOZEN SPLIT BOTTLES	2.25

SOLE AGENTS.

H. PRICE & CO. LTD.

WINE, SPIRIT & CIGAR MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd May, 1908.

THE SECRET OF SEX.

A NEW THEORY.

Is there any law which determines whether boys or girls shall be born? The question is investigated by Dr. Romme in an interesting paper which he contributes to the current number of "Le Revue," following up the researches of Dr. Schick, whose inquiries however, led to no certain result. Dr. Romme, after a statistical study, reaches the conclusion that a boy is born when the weaker of the two parents is the weaker. He declares that by a law of nature the child resembles the weaker and not the stronger of its parents.

He points out that in all countries, with mathematical regularity, 105 or 106 girls are born to every 100 boys. There is only one condition under which this proportion is modified—after a great war. In the same way, among the barbarous races of Africa and Oceania, which are constantly at war, the births show an overwhelming preponderance of boys. This, he states, proves the law, for the best and strongest men are sent to the front or killed, and the weakest remain behind or survive. The purpose of Nature is to maintain the balance, and to replace the weaker individual with another of the same sex before he or she disappears.

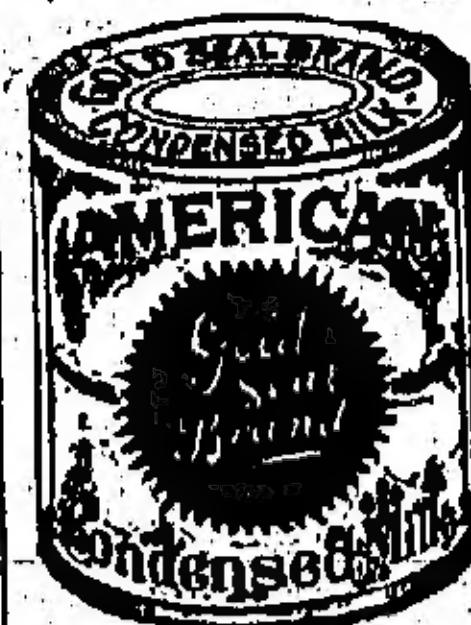
Thus, when an old man marries a young wife with mathematical regularity, 105 or 106 girls are born to every 100 boys. There is only one condition under which this proportion is modified—after a great war. In the same way, among the barbarous races of Africa and Oceania, which are constantly at war, the births show an overwhelming preponderance of boys. This, he states, proves the law, for the best and strongest men are sent to the front or killed, and the weakest remain behind or survive.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not entered for a fixed period will be discontinued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.B.C., 64th Ed. Liebre's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENT



NOTICE.



NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain A. E. Gorrie, will be despatched for the above ports TO-MORROW, the 28th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents. Hongkong, 23rd May, 1908. 874

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMONT," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd May, 1908. 875

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"CHINA."

having arrived, Consignments of cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 23rd May, 1908. 876

BANK HOLIDAY.

In Accordance with the Government Notification, No. 339 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), 25th instant, being the day appointed to celebrate VICTORIA DAY.

Hongkong, 21st May, 1908. 675

FIRE INSURANCE ASSOCIATION OF HONGKONG.

VICTORIA DAY.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 25th May. Hongkong, 21st May, 1908. 883

WANTED.

A Situation by a Competent European BOOK-KEEPER and General Office ASSISTANT. No Objection to Out Ports. Address "R." Care of "Daily Press" Office. Hongkong, 21st May, 1908. 876

FOR SALE

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price. PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central. Hongkong, 16th May, 1908. 853

FOR SALE

A CIVIL SERVICE POCKET BOOK. BY BERTHOLD STEWART, 3rd Edition. ENLARGED from 425 to 972 Pages, 186 Plates. Only 1 inch thick, Printed on India paper, \$3.50. KELLY & WALSH, LTD. Hongkong, 19th May, 1908. 863

FOR SALE

COLLECTIONS OF USED POSTAGE STAMPS. 2,000 all different for ... \$35. 2,000 do ... \$35. 1,500 do ... \$25. 1,000 do ... \$10. ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POST CARD AND BIRTHDAY ALBUMS, and all Other Philatelic Goods. GHACA & CO., Hongkong Hotel Corridor. Hongkong, 9th May, 1908. 845

NEW ADVERTISEMENT

NOTICE.

TO LET

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Contains 26 Rooms. NO. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. NO. 15, QUEEN'S ROAD CENTRAL, T. Floor (over Cadogan MacGregor). OFFICES in Queen's Road Central. BELLIOS, TERRACE HOUSES, BONHOMIE ROAD. NO. 3, DUDDELL STREET SHOP. NO. 2, DES VŒUX VILLAS (PEAK). NO. 5, PEAYA GRANDE, Macao. Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 5th May, 1908. 889

TO LET

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—

YEE SANG FAT & CO. Same address: Hongkong, 28th January, 1908. 270

TO LET

4 and 5-BOOMED HOUSES in Kowloon, COMMODIOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd April, 1908. 846

TO LET

A HOUSE in KNUTSFORD TERRACE, KOWLOON, NO. 3, CANTON VILLAS. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st May, 1908. 885

TO LET

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FEEDERMAN.

Apply to—

DAVID SASOON & CO., LTD. Hongkong, 7th April, 1908. 96

TO LET

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 28,000 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 221

TO LET

12, ARBUTHNOT ROAD—6 Rooms. Apply to—

E. A. & C. F. DE CAVALHO, 14, Arbuthnot Road. Hongkong, 25th April, 1908. 762

TO LET

IMMEDIATE POSSESSION, GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.

Apply—

CHATER & MODY, Hongkong, 24th March, 1908. 602

TO LET

NOS. 27, 31 and 33, SEYMOUR ROAD, NO. 61, CAINE ROAD.

Apply to—

SAM. WANG CO., LTD. 61, Queen's Road Central. Hongkong, 22nd April, 1908. 190

TO LET

GODOWN, NO. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 9th May, 1908. 833

TO LET

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. 91

TO LET

NOS. 2, MACDONNELL ROAD.

Apply to—

COMPRODORE'S DEPARTMENT, Nippon Yuen Kalala. Hongkong, 3rd June, 1905. 188

TO LET

OFFICES in HOTEL MANSIONS.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 1st May, 1908. 785

TO LET

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—

TAM TSZ KONG, Care of His Own Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West.

Hongkong, 1st October, 1907. 94

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THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP 3,750,000

HEAD OFFICE: TAIPING, FORMOSA.

BRANCHES AND AGENCIES:

Kobe, Tainan

Nagasaki, Tamsui

Osaka, Tokyo

Foochow, Yokohama

Kedung, Shanghai

Swatow, Yokohama

HONGKONG OFFICE:

3, DES VŒUX ROAD.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

D. TOHDOW, Manager.

Hongkong, 5th April, 1907. 783

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000

SUBSCRIBED 1,125,000

PAID-UP 562,000

RESERVE FUND 210,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months 4 per cent.

For 6 " 3 1/2 " "

For 3 " 2 1/2 " "

EVAN ORMISTON, Manager.

Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS 15,120,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo, Kobe, Nagasaki, Tainan

London, San Francisco, Honolulu

Bombay, Shanghai, Peking

Chaochow, Tianjin, Peking

Newchwang, Dalny, Port Arthur

Antung, Iliyung, Mukden

Tieling, Chang Chun.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

On fixed deposits for

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905
£17,837,119.

L AUTHORIZED CAPITAL... 23,000,000
SUBSCRIBED CAPITAL... 2,760,000
PAID-UP CAPITAL..... 687,500 0
FIRE FUNDS..... 3,386,720 18 8

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME'S & CO., Agents.

Hongkong, 27th April, 1907. 1146

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.

Hongkong, 18th August, 1906. 28

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 114

NOTICES TO CONSIGNEES

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"ANDALUSIA," Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding his discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th May, 1908. 862

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO' LONDON AND STRAITS.

THE Steamship "CARDIGANSHIRE," Captain Tyers, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME'S & CO., Agents.

Hongkong, 22nd May, 1908. 867

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ HEINRICH," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 16th inst., at NOON.

No claims will be admitted after the Goods have left the Godown and all goods remaining unclaimed after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

All claims must reach us before the 30th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD: MELCHERS & CO., Agents.

Hongkong, 10th May, 1908. 5

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press)

PUBLISHED DAILY.
Is the oldest and still immeasurably the best
medium Advertising among the
Native Community.

Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.

Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong, 131, Fleet Street, London
or from the different Agents.

Documents translated from or into Classical
or Colloquial Chinese.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA:

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"WAKASA MARU," having arrived from the above, Parts, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-DAY.

Goods not cleared by the 28th inst., will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA, Hongkong, 2nd May, 1908. 882

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst., at 1 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the goods have left the Godown.

F. J. ABBOTT, Acting Superintendent, Hongkong, 22nd May, 1908. 1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO," FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the Goods have left the Godown.

F. J. ABBOTT, Acting Superintendent, Hongkong, 22nd May, 1908. 1

NOTICE TO CONSIGNEES.

THE Steamship

"CARDIGANSHIRE," Captain Tyers, having arrived, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME'S & CO., Agents.

Hongkong, 22nd May, 1908. 867

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. I. A. B. C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 881 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 61 "

DOCK No. 2.

Extreme Length... 373 feet.

Length on Blocks... 360 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

THE LATEST PLANTS and APPLIANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OURA MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

EXTRA COPIES of Daily Press are on

sale daily at the following stores:

KOWLOON BOOK STALL, Ferry Wharf.

Messrs. H. BUTTONJEE & SONS, Kowloon Store, No. 38, Elgin Road.

Messrs. HUNG CHONG, Elgin Road.

Messrs. AB YAU, Hongkong Ferry Wharf Stall.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

LLOYD'S REGISTER SHIPBUILDING RETURNS.

From the Returns compiled by Lloyd's Register of Shipping, it appears that excluding warships, there were 415 vessels of 847,501 tons gross under construction in the United Kingdom at the close of the quarter ended 31st March, 1908. The particulars of the vessels in question are as follows:

31st March 1908.

Description. No. Gross Tonnage.

STEAM. 839,416

Steel. 357

Wood and Composites. 839,446

SAIL. 34

Iron. 1,109

Wood and Composite. 58

Total. 8,055

Total Steam and Sail. 847,501

(For Warships see Table 6.)

The tonnage

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR STEAMERS TO SAIL REMARKS.

SHANGHAI ARCADIA About 28th Freight and
Capt. A. L. Valentini May Passage.

LONDON VIA USUAL PORTS DELTA Noon, 30th See Special
Capt. B. W. Snow May Advertisement.

LONDON and ANTWERP via SINGAPORE, PEN. SUMATRA About 3rd Freight and
ANG. COLOMBO, PORT Capt. E. W. Bruce June Passage.
SAID and MARSEILLES

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 23rd May, 1908.

**CHINA NAVIGATION CO.
LIMITED.**

FOR STEAMERS TO SAIL.

BOHLOW and HAIPHONG "SINGAN" On 26th May, D light
MANILA "TAMING" On 26th May, 4 P.M.
AMOY, MANILA, CEBU and ILOILO "KAIFONG" On 26th May, 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOT TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH

NINGPO and SHANGHAI "NINGPO" On 29th May, 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th May, 1908.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

FOR STEAMERS TO SAIL.

TIENTSIN "CHEONGSHING" Tuesday, 28th May, Noon.
SHANGHAI "HANGSANG" Wednesday, 27th May, Noon.
SH'HAL, YOKOHAMA, KOBE & MOJI "FOOKSANG" Wednesday, 27th May, Noon.
MANILA "YUENSANG" Friday, 29th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA "KUISANG" Saturday, 30th May, 8 P.M.
MANILA "LOONGSANG" Friday, 6th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

Hongkong, 25th May, 1908.

GENERAL MANAGERS.

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**HAMBURG-AMERIKA LINIE,
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND 1st June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA 8th June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA 16th June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA 28th June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA 8th July

COAST. S. ITHAKA ... FOR CHINKIANG On 28th May.

S.S. KOWLOON FOR TSINGTAU, NAGASAKI & VLADIVOSTOCK On 2nd June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 25th May, 1908.

Hongkong Office. 12

**NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.**

FOR STEAMERS TO SAIL.

KUDAT & SANDAKAN "BORNEO" Tuesday, 26th May, at 3 P.M.
Capt. F. SEMBILL

NAPLES, GENOA, GIBRAL TAR, SOUTHAMPTON, ANTWERP & BREMEN "BUELOW" Wednesday, 3rd June, at Noon.
Capt. H. FOREMAN

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA "KLEIST" About Wednesday 3rd June.
Capt. R. MEYER

MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE "MANILA" Thursday, 18th June, at 5 P.M.
Capt. MINSEN

For further Particulars, apply to—

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd May, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.



FOR THE GO'S SS. LEAVING
ANPING VIA SWATOW, ("FUKUSHU MARU") WEDDAY, 27th MAY,
AND AMOY Capt. T. ITO AT Daylight.

+ SHANGHAI VIA SWATOW, ("SHOSHU MARU") THURSDAY, 28th MAY,
AMOY AND FOOCHOW Capt. M. NEMOTO AT 10 AM.

* These new Steamers have excellent accommodation for First and Second Class Passengers

and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Building.

Hongkong, 19th May, 1908.

T. ARIMA, Manager. 18

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS...	AMOY	Second half of May	JAVA	Second half of May
TJIBODAS...	JAVA	First half of June	JAPAN	First half of June
TJIKINI	JAPAN	First half of June	JAVA	First half of June
TJIMAHU	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG.	JAVA	Second half of June	JAPAN	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Kirk Buildings, 1st Floor.

Hongkong, 20th May, 1908.

Telephone No. 375.

18

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONEY EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—

16, DES VIEUX-ROAD,
436] HONGKONG.

Japan Office—
14, WATER STREET
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str. 3,995, M. Yagi, 17th May—Seattle 14th April, via Japan and Shanghai 14th May, General—Nippon Yusen Kaisha.

AMIRAL DE BROUMLY, French str. 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jackie.

ANGRIN, German str. 1,601, C. Kumpel, 27th May—Bangkok 8th May, and Swatow 16th, Rice—Butterfield & Swire.

ANTILOCUS, British str. 5,796, G. D. Keay, 14th May—Takao 15th April, General—Butterfield & Swire.

BORNEO, German str. 1,347, F. Sambill, 17th May—Sandakan 12th May, Timber and General—Melchers & Co.

CHONGMING, British str. 1,256, Liddell, 21st May—Tientsin via Chefoo 15th May, General—Jardine, Matheson & Co.

DEERWELL, British str. 1,582, J. Jenkins, 19th May—Seigun 15th May, Rice—Chinese.

EMPEROR OF CHINA, British str. 3,045, R. Archibald, N.E.R., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C. P. R. Co.

FEICHENG, Chinese str. 98, H. G. Paramore, 22nd May—Shanghai 19th May, General—Chinese.

GERMANIA, German str. 765, H. Flügel, 18th May—Sydney via Port's 6th April, Copenhagen—Siemssen & Co.

HARPHONG, French str. 500, Pomaret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jackie.

HOPSAH, British str. 1,359, Jas. M. Hay, 17th May—Wakamatsu 12th May, Coal—Mitsui Bussan Kaisha.

ITRAKA, German str. 1,456, Vogeler, 21st May—Chinkiang 16th May, General—Hamburg-American Line.

KUTANG, British str. 3,110, Bradley, 22nd May—Moji 18th May, General—Jardine, Matheson & Co.

KYOTO MARU, Japanese str. 2,614, N. Wakatake, 21st May—Moji 15th May, Coal—Mitsui Bussan Kaisha.

LIGHTNING, British str. 2,122, A. E. Gentles, 20th May—Calcutta 5th May, Singapore 15th, General—David Sassoon & Co., Ltd.

LOWTOWER CASTLE, British str. 2,717, W. Lightowler, N.E.R., 21st May—Kobe via Moji 18th May, General—Shewan, Tomes & Co.

MARVO, Chinese str. 1,839, J. MacArthur, 19th May—Shanghai 16th May, General—Chinese.

NEBR, Dutch str. 1,436, Wester, 18th May—from Hawick, Arnhem, Karberg & Co.

NINPO, British str. 1,318, E. Bickford, 2

